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you should fear most is the
robber. He attacks you when
you are careless and all your
precious things disappear.
GUARD YOUR EYES
from attack by wearing
SUITABLE GLASSES.

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OPHTHALMIC OPTICIAN.
25, Queen's Road Central, Hongkong.

The China Mail

ESTABLISHED 1843

August 11, 1920, Temperature 82.

Rainfall 0.47 inch.

Humidity 90.

August 11, 1919, Temperature 54.



No. 18,026.

三拜禮

號一十月八年十二百九千一英

HONGKONG, WEDNESDAY, AUGUST 11, 1920.

日七廿月六庚申年九國民華中

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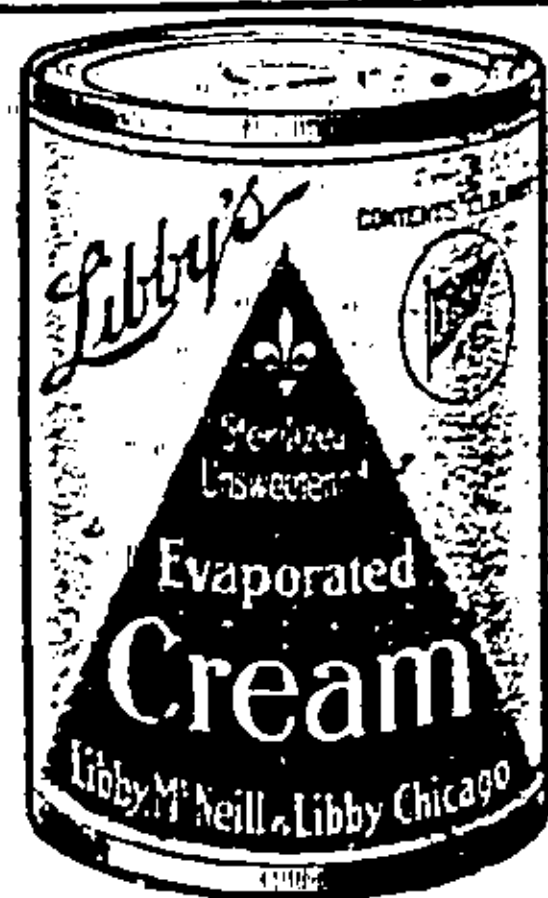
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH POSITION CONFUSED.

BOLSHEVIKS SECURE DIRECT NEGOTIATION.

BAFFLING FEATURES.

LONDON, August 9.

"The position is confused," epitomises the Russo-Polish situation resulting from the Bolsheviks' summary brushing aside of the Allies' proposals. The Poles' acceptance of the Bolshevik terms for a conference has introduced a baffling feature which, in view of the absence of explanation in Polish quarters, is momentarily baffling, but may mean that the Bolsheviks have offered some tempting bait to the Poles to accept direct negotiations.

DANGER OF CONTINENTAL HEGEMONY.

The *Times* says that it would be easy to point out how Mr. Lloyd George's optimistic opportunism has led to "this disastrous situation from which a graceful exit it is almost impossible to imagine." The *Times* urges close co-operation between Britain and France against a Russo-German plot for the formation of a continental system more grandiose even than Napoleon's.

GRAVITY OF SITUATION.

The *Daily Chronicle* admits the gravity of the situation but assures that no peaceable measure will be neglected to bring the Bolsheviks to a reasonable view.

The *Daily News* throws the blame upon France and expresses the opinion that if the decision rested with Britain there would be peace in Russia within a fortnight.

INSATIABLE LUST OF CONQUEST.

The attitude of all sections of Labour in England arouses considerable attention. It should be explained that Labour's uncompromisingly anti-Polish standpoint is due especially in moderate circles, not to approval of Bolshevik ideas, but to resentment of what they consider Poland's unwarranted attack upon Russia and Warsaw's insatiable lust of conquest beyond the generous boundaries fixed by the Allies.

WILD TALK OF GENERAL STRIKE.

There was wild talk at various meetings throughout the country yesterday of a general strike to prevent war with Russia but responsible leaders discountenance such extremist tactics.

PREMIER TRYING TO PREVENT WAR.

Germany, as from the beginning, is doing her best to pick a quarrel with the Allies, but it is unlikely that she will be given anything approaching a plausible excuse for interference.

The *Daily Express* understands that Mr. Lloyd George, although disappointed with the Soviet reply, is still using all his energies to prevent a declaration of war.

TAKING NO RISKS.

PARIS, August 9.

Allied troops on the East Prussian frontier are busily engaged in destroying and blowing up accumulations of German war material and munitions, evidently for the purpose of saving them from falling into the hands of the Bolsheviks. The Germans are complaining that the incessant explosions are alarming the population.

MANIK NOT TO LAND.

TO BE CONVEYED TO UNKNOWN SPOT.

LONDON, August 9.

The Liverpool police announce that instructions have been received from London that Archbishop Mannix must not be allowed to land at Liverpool, though the liner "Baltic" arrives at the Mersey port this evening. It appears, therefore, that the Government intend to tranship the Archbishop at sea and convey him to an unknown spot, from where, it is stated, Dr. Mannix, unless made a prisoner, will immediately proceed to Liverpool.

At Queenstown last night, from the water's edge to the tower of the Cathedral, there were blazing rows of candles and electric lights. The Cathedral bells were pealing "Come Back to Erin."

PRESS CONFERENCE.

AN IMPORTANT RESOLUTION CARRIED.

OTTAWA, August 9.

At the concluding sitting, the Press Conference passed a resolution in favour of admitting weekly newspapers and literary, trade, and technical journals to the Empire Press Union, declaring that benefit would result from provision of opportunities for interchange of staffs between British and Dominion newspapers with the object of increasing the efficiency of handling information from different parts of the Empire and affording means of exchange of ideas regarding newspaper organisation.

MARY PICKFORD.

COMING TO THE FAR EAST.

WILL SHE VISIT HONGKONG?

Stop! Look! Listen! Mary Pickford and Douglas Fairbanks—who is now Mr. Mary Pickford—are coming to the Far East next fall.

At least, that is what Mary said just before she and Douglas set sail for a long, delayed European honeymoon. Mary remarked that she had always been crazy about the Orient and that they planned to make the trip in the autumn. Though five weeks of living in Japanese style to get the proper atmosphere for "Madame Butterfly" has made Miss Pickford especially interested in the customs to Japan, there is no doubt that

China will also win a large place in her heart. Mary Pickford films are by no means unknown to the Chinese and as for the foreigners, it can safely be predicted that "rubber" will become the most popular commodity in Shanghai during Miss Pickford's visit.

Nor is Douglas to be forgotten. To see him trying to leap over the Great Wall with one bound or round up yaks on the plains of Mongolia would be well worth the price of a ticket north.—*Shanghai Gazette*.

Lt. W. F. Knapp, formerly of the staff of the *China Mail*, arrived by the P. and O. s.s. "Pasey" to-day, accompanied by Mrs. Knapp and daughter. They expect shortly to proceed to the North. Lt. Knapp left Shanghai to join the Labour Corps and has spent a long time in France.

THE DOLLAR.

To-day's closing rate 4/11
To-day's opening rate 4/12

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

POLAND'S PERIL.

HYDRA, August 8th.

No reply was received up to 2.15 p.m. from Moscow, but there are indications that the Soviet will not accept the last British proposal of a ten-day truce. The position is regarded as gloomy.

The afore-mentioned proposal reached Moscow yesterday morning, and is on the basis that neither the Poles nor the Soviet or the Allies are to improve their military positions during the ten days, pending steps to conclude peace.

Mr. Millerand and his party arrived at Folkestone at 9.30 a.m., and were welcomed by Mr. Lloyd George, Lord Curzon, and Lord Beatty.

The Conference sat on until 1.15 p.m. when it adjourned for lunch.

Mr. Balfour has arrived.

LONDON, August 8th.

The Moscow Government has refused to agree to the British proposals made at Hyde, and the Conference has referred the matter to its naval and military advisers who will submit a report to-morrow.

HYDRA, August 8th.

(7 p.m.)

The Conference is still sitting. No news has leaked out regarding the deliberations. It is believed that the conference will last the whole of to-morrow.

LONDON, August 8th.

A Warsaw communiqué of August 7th states that the advance of the Bolsheviks in the direction of Warsaw, Grodno and Bialystok has been stopped. The Poles are steadily holding positions on the left bank of the Bug where heavy fighting is proceeding. The Poles have evacuated Lomda on the northern front.

FRAUDS AND THE LAW.

MOST ELUSIVE CRIMES.

Fraud in all its many forms is the most elusive of crimes.

In the school for detectives the subject is dealt with only on broad lines for general guidance. It is solely in the school of practical experience that an officer can hope to grasp its intricacies and realise the enormous amount of hard, anxious work inquiry into a fraud often involves.

Hundreds of deliberate frauds are committed in the City and West End, but so delicate is the law that only in very few cases does justice prevail.

Victims of obvious swindles consult their own solicitors with a view to taking action, only to be told in the majority of cases that the law is powerless.

I remember one case last year in which a young man was wickedly defrauded of £30,000. (I will not say how, because the method might become popular.) He was the dupe of a convicted thief, and his parents tried hard to take criminal action. The police, however, lacked statutory authority to move in the matter.

Frequently the dividing line between fraud and larceny (theft) is very fine.

Take a simple instance. A man goes into a tea shop and orders a meal of the value of 2s. for which he receives a pay ticket. In order to avoid payment he goes to another table or to the counter and orders a threepenny bun, for which he receives another ticket. He pays for the bun but not for the other refreshments.

A case of mean and deliberate fraud, you would say. No, the law says it is a case of stealing the first pay ticket.

Cheque frauds are a special subject in the comprehensive curriculum of the detectives' school.

The students are given the complete history of a cheque from the time it is drawn until its return to the pass book of the drawer. They are told what a dishonoured cheque is, and that the term "R. D." does not mean "no account."

How criminals obtain cheque books and the signatures of wealthy people, how forgeries are committed and the amounts of cheques altered, the use of acids, methods of detecting forgeries—all these subjects and many more are explained with illustrations by one of the professors.

The number of forged cheques passed at business houses is very large. Only a few months ago a girl of sixteen ordered about £100 worth of goods from a well-known firm and "paid" for them with a cheque that was promptly dishonoured.

Well-dressed women are the cleverest utterers of "dud" cheques. They have a winsome, insinuating way with them which allays suspicion, and it is seldom indeed that a shopkeeper takes upon himself the task of questioning the bona fides of one of these crafty women.

But sooner or later they are bound to be arrested. They cannot stay the distance.—E. T. Crook in the *Daily Mail*.

BUSINESS NOTICES

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The Most Comfortable Sleeping Garments for Present Wear.

CUT FULL AND FREE
SO AS TO ENSURE PERFECT COMFORT TO THE WEARER.

STOCKED IN ALL SIZES AND QUALITIES WITH LONG OR SHORT LEGS ONCE WORN ALWAYS WORN.



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(Steam Turbine Sets, Conveying and Mining Plants.)

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(Cables, Wires, Fuses, Insulating Materials, Tapes.)

Chamberlain & Bookham, Ltd., Birmingham.

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AND SURVEYORS.**Public Auctions.**

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 27, 1920,
at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
(For Account of the Concerned),
The Wreck of the
S.S. "CHIYO MARU,"
as she now lies off the Lema Islands.
Terms: Cash on fall of hammer when
the wreck will be at purchaser's risk.
LAMMERT BROS.,
Auctioneers.
Hongkong, July 27, 1920.

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SAFES**"Prevention is better
than Cure."

The Undersigned have just
received a new consignment of
Milner's Safes.

LAMMERT BROS.,
Duddell Street.**NOTICE.**

I beg to inform my Customers and
the General Public that I have
returned to the Colony and established
myself as a Milliner and General Draper
at No. 4, D'Almeida Street, and will
carry on business as before under the
style and firm name of **HIPTOOLA & CO.**

I am showing new goods of the most
fashionable and latest styles and ask
my old patrons and constituents to
extend their support as done in the
past.

Inspection is cordially invited.

HIPTOOLA,

Milliner and Draper.

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MONDAY, Aug. 16th.
at 9.15 p.m.

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and the shape is restored by careful
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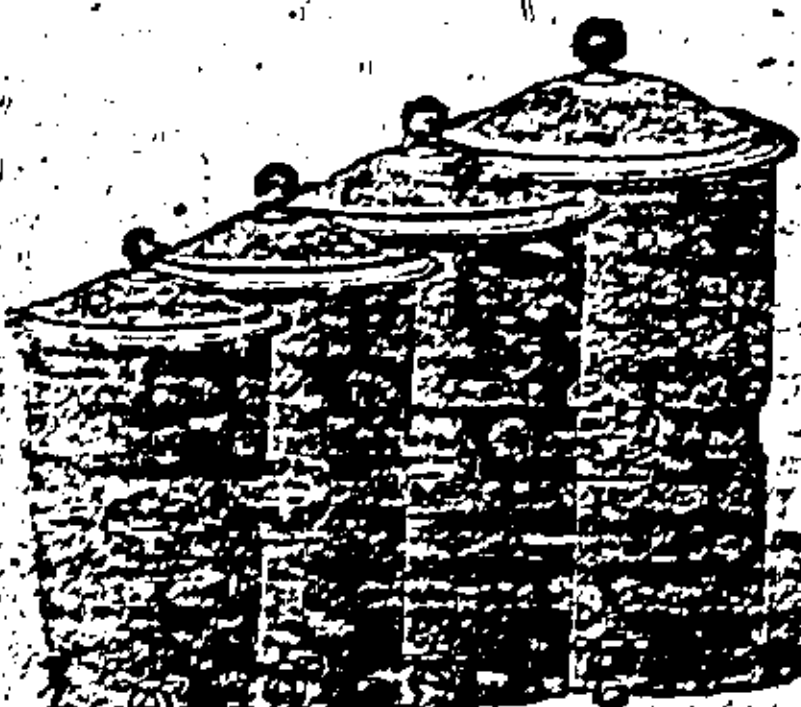
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Agent CASSIM AHMED.

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a large assortment of
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other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
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ACKNOWLEDGMENT.

Captain E. Walker thanks all friends for their kind expressions of sympathy in his bereavement.

BIRTHS.

WEIPPERT.—On June 17, 1920, at Edinburgh, to the wife of W. H. C. Weipert, Commissioner, Chinese Customs Service, a daughter.

MALCOLM.—On April 4, 1920, at Stroud, England, to Mr. and Mrs. A. Malcolm, a daughter.

VELLING.—On July 31, 1920, at Shanghai, to Mr. and Mrs. A. C. Velling, a son.

CORNABY.—On August 3, 1920, at Kuling, to Rev. and Mrs. W. Arthur Cornaby, a daughter.

MARRIAGES.

JONSSON—TREGILLUS.—On the 10th August, 1920, at St. Andrew's, Church, Kowloon, by the Vicar G. R. Lindsay, M.A., Carl Rudolf Jonsson of the Harbour Department, Canon, eldest son of Mrs. Carolina Jonsson of Engstrom, Sweden, to Lillian Winifred, only daughter of Mr. and Mrs. E. C. Tregillus, of the C.M. Customs, Canton. (Shanghai papers please copy.)

THOMAS—JOPLING.—On April 10, 1920, at London, by special licence, W. A. H. Thomas, of Peking, to Mrs. Gwendoline Jopling, daughter of Dr. and Mrs. W. A. Davidson, of Surbiton, Surrey.

MCBAIN—CARTER.—On June 5, 1920, at London, Neville Sievwright, fourth son of the late George McBain, of Shanghai, and Mrs. McBain, of Grosvenor Gardens, London, to Saranne Marie Louise, only daughter of Mr. and Mrs. Malcolm Henry Carter, of Cricklewood.

BECKLEY—SEDDON.—On June 2, 1920, at Manchester, William Ewart, only son of Mr. and Mrs. S. Beckley, of Sheffield, to Mona Constance, only daughter of Mrs. and the late William Sale Seddon, of Bowdon, Cheshire.

SPENCE—LEWIS.—On July 31, 1920, at Weihsaiwei, Herbert Marshall Spence, eldest son of the late Joseph Shewell Spence, of Hexham, Northumberland, England, to Edith Wynne Crossley Lewis, second daughter of the late Charles William Lewis, of London, England.

DEATHS.

BUTLER.—On July 30, 1920, at Nanking, in his 25th year, Herbert Butler of the Chinese Customs Service, son of Mrs. Butler, Manchester.

BROWN.—On July 31, 1920, at Shanghai, Andrew Brown, of the Shanghai Electricity Department, aged 41 years.

SORGATO.—On August 2, 1920, at Shanghai, Madeleine Meyer (Sorgato).

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, AUG. 11, 1920.

SIX STUDENTS MAKE MAGIC.

Those University students are good company, even when the aura of their youth compels fresh and poignant consciousness of age. Here is a mixed draught of companionship to quaff, intellect soused in the well of learning, effervescing with the gas of youth, and ornamented with the froth of true humour. Hope announces itself like the sound of a clear bell, and earnestness and sincerity are in its reverberations. Imagine sitting at dinner with young men who talk learnedly of the psychology of clothes, of obscure physiological facts discovered in the dissecting room, of political principles, of duty with a capital D, and who laugh and buble throughout with that utter lack of self-consciousness that characterises young animals at play. It is the beginning of a night of magic and of charm, in which one reverses the time machine, and hears echoes. All bitterness of sophistication is cast off as a garment, and one walks enchanted through fields of asphodel, as the naked gods walked in the happy beginning of things. Aseius asium, ficit—the saying that started as a jeer becomes a compliment. These are young men, and in the gladness of their youth we too are young again. They led us down to the magical sea on this night of magic, and it was fitting that we should go in with them. No moon appeared to make mystery familiar. A few faint stars showed in the intervals of passing scud, a sky parable of the aspiring student, yearning to know, baffled by clouds. To walk to and fro upon the sand, listening to the eager religious speculations of

earnest immaturity, this also is magic, for old problems and propositions restate themselves, and come from the shadows into life again, very vital issues indeed, things that truly matter, there where the low, troubled voice blends with the moaning of the sea's marge, where the flicker of phosphorescence recalls the glint in the enquiring eye. What should he read? What should be read? There is so much, and so little time, that age spills its plenitude, hesitates, fumbles, loses its chance, the bat-like flight of the young and greedy intellect has sent it swooping off upon another slant. The magic of it.

The lithe body is as quick as the mind. A scamper along the bamboo pier, a poise, a swallow dive, and an explosion of pale blue flame—then the voice comes crying out of the darkness that is upon the face of the waters. Age-growing gross, pursy, follows from a lower elevation, and enjoys that most magical of all sensations, of power and of being alive, moving and floating in an accommodating medium that is felt but not seen. The sea at night, and young companions.

But how convey magic with mere words? They can at best recall memories of experiences enjoyed, to those who are able to remember. The essence of all such magic is indefinable. Who can put the night cries of wildfowl on a moorland, and all the strange emotions they evoke, into words that describe them? We have to fall back upon the device of Crockett's dedication to R.L.S., the well-beloved, and say this and that did happen, "your heart remembers how."

Age collects memories with the avidity of a collector; youth, swimming in an ocean of impressions, absorbs them unconsciously and carelessly. Yet when these young men go forth from Hongkong University to fight their professional battles in the various parts of empire that must be chosen, by or for them, it is the hope of age, huddling in its corner and clutching miserably at these token images, these notes on the Bank of Retro-spection, that at times there will come to them vivid mind pictures of that night of magic, their gift to age, whereupon they, though glad no more, may wear a face of joy because they have been glad of yore.

Which also is good magic.

THINGS THAT DON'T GET INTO THE PAPERS.

Have you ever heard a Padre, after coming from reciting the impressive words of the burial service at a funeral, say: "Rather effective, that pause, what?" Have you ever heard soldiers talking about killing? Have you ever heard a judge's private comments on a case in which he has passed the death sentence? Have you ever heard an actress, coming off after an impassioned scene that moved you to tears, talk of it as it really was, a mere "stunt"? This is one of the disillusion of experience, to learn that all these people consciously do "stunts," instead of being immersed in the feelings you may deem appropriate. Coming down the scale like a freeman down his polished pole, fast and far, the newspaper reporter is another illustration of familiarity breeding contempt. The Police Court, where the liberties and most sacred rights of human beings are handled, where the poignant drama of low life is played, where "sob stuff" is common, where throbbing human interest ought to capture and enthrall him, is to the reporter just a daily stunt. He goes for squalid headlines, and cannot see wood for trees. He misses the human interest 99 times out of a 100. A knotty legal argument appeals more to him, somehow, than a cry of the heart. It cannot be helped, we suppose; but we wish it could.

Yesterday, in a batch of arrested hawkers, were three very little girls. It is true they were discharged, but they had been locked up in a cell all night. A policeman mentioned it, aloud. And not a reporter took a note.

Three babies, the oldest about nine, the youngest five, locked up—in a cell—all night. Among criminals.

How are you? Callous?

ISSACHARS.

Glooming are the Issachars, here and abroad. For them the world is out of joint, and instead of making the best of what they yet may spend, they sour the milk of their lives with complaining thunders. In big things and in little, in the things that matter and in the many more that don't, they voice disappointment, disapproval, discontent, having the strength of Issachar, they use it not for their own advantage, but to crush and gnaw at the peephole of their burdens. Home rulers everywhere, constitutional reformers here, labour, capital, swankery

and snobbery, ruffled rose-leaf rebels. You get the thought? Happiness and the good green grass within reach, and Renter a reporter of blaring brayings. How avoid the epithet that Genesis xlix and 14 offers us? At its worst a jolly world, sir, awaiting your good will to make it so. The beasts of the field do not lie awake at night bemoaning their sins, neither doth the happy cockroach complain that it hath not the sycophantic privileges of the flea.

Vous pauvres, pleins d'envie; Vous rich, d'ailleurs; Vous, dont le char devie; Après un cours heureux; Vous, qui perdrez peut-être Des titres éclatants. Eh! gai! prenez pour maître The nearest bon vivant.

Or shall we say Mark Tapley? Or the man in Tolstoy's fable of a dilemma? Or Omar? Any old cheerful person will do—but let us cease buzzing among the rhododendrons of Trebizond, let us chuck acting Issachar, let us hold fast the bone and ignore the reflection.

THE TERMINOLOGICAL INEXACTITUDE DICTIONARY.

Because fact is stranger than fiction, Winston Churchill was the author of that famous phrase, "terminological inexactitude." He has changed it lately, to speak of "a mere picturesque figure of speech." He has not yet reached the stage of admitting that he is a vulgar liar, but he is approaching. A short putt will get him there. He told the House of Commons who were debating his proposed return to red tunics for the soldiers that the orders had already been placed and "the looms started." Later on he told the House that the War Office was merely using up cloth already in hand, for the Guards only, and that no orders had been placed for more of it. He explained, under pressure, that his first statement was "a mere picturesque figure of speech." It was a terminological inexactitude. In other words, it was a lie.

Now we may admit that there is nothing insufferably immoral in the amusing lies of a Munchausen or a De Rougemont; but the statements of a politician, uttered to influence decisions in Parliament, should approximate more closely to accuracy than Churchillian statements seem to do. Winston seems quite reckless, so long as the momentary score is made. It was only a short time before that he assured the House that swords would not be made a compulsory part of flying officers' equipments, and on top of that, when asked if flying officers would be allowed on ceremonial parade without swords, he "supposed not." The lies he has told about what was and what was not being done in and about Russia are uncountable, unless you know the number of times he was on his feet, and multiply that by two. How is it that the people have not yet rid themselves of this habitually mendacious minister? How long are they going to stand him?

O CONTRARY.

They keep telling him every Sunday to love his enemies, and when he gets an enemy to love and tries to oblige them they call him a Conchie and a coward. They tell him to be a man and a Briton, of the breed that never, never shall be slavish, and when he starts out on that stunt they call him an agitator and a pestilent fellow. They urge him to believe and compel him to act as if he doesn't. They remind him that the empire is his proud heritage, and refuse to let him go and have a look at it without a passport. They point out to him that principles should be his supreme masters, and urge upon him the commonsense of compromise. They tell him that democracy is the thing, that the voice of the people is the voice of God, and that the majority must rule, and then a minority pitchforks men like Winston Churchill into office to tell the majority that it is unfit to govern. They make education compulsory, and then make wage-slaves of the newspapers. They give their profiteers, knights and their thinkers, the cold shoulder. They say blessed are the poor, and then worship wealth. And, as the *Brooklyn Eagle* neatly puts it, they cry aloud for a man of vision and when they get him they call him a visionary.

JALOUSIE DE METIER.

The *China Mail* on Monday told the true and official news that the Government is negotiating with the Military for the parade ground at the foot of Garden Road so that the Peak tramway may start more conveniently from a station at the lowest level, and the *Telegraph*, which didn't have it, on Tuesday described it as "an old idea" with "nothing new in it," and while grudgingly admitting that the news

"would seem" to be true, opined that it would come to nothing for a long time, not until we have "all passed on." Do you get the idea? *Jalousie de metier*. Believe your competitor's "scoop." It is pretty cheap and low-down, and does not tend to promote what some people call the dignity of the Press, but we all do it. We all do it, even the metropolitan Press that is supposed to set the standard for the rest. What a game! What a "sorry trade!"

If Eve had known that mankind would be the result of conversing with the snake, she'd have hesitated. If she could have foreseen that mankind would produce journalists, she would have forewarned apples. She was a good sort, who meant well.

SPEED LIMIT.

The guidances have not yet done talking about a motor accident, and drawing morals from it that the *China Mail* tried hard to inculcate long ago, apparently without much public interest or approval. They say that reasonable speed is exceeded on the round-the-island road. We say that it is still more exceeded in the city.

This accident happened near Aberdeen, where there are always people about, and people who were not participating in the joy ride were hurt.

We propose that there be no speed limit along certain sections to be marked off, away from residential parts, and including the more dangerous portions of the road. Here we invite the joy riders to go like the familiar expulsive, and then perhaps the problem will solve itself, by the elimination of the unfit.

But where there are many people about, there should be a rigorously enforced Speed Limit. If you cannot see that it means that you have shut your eyes tight and don't want to see it. The number of pedestrians knocked down every month in Hongkong by motorcars is too large, and stupid as they admittedly are, it is not all the pedestrians' fault.

When we were on this subject before, a motorist told us that a car is under better control when it goes fast. So we checked our hand in. What is the use of arguing with people like that? The people who are mostly hurt are "only Chinese." The fuss now being made is due to the fact, quite clearly and patently, due to the fact, that some important Europeans have suffered.

Before leaving the subject (in a quite natural disgust) we feel it is our duty once more to point out the utter wrongheadedness of asking, after such an accident on such a road, for more widenings and curve easings. That only increases the trouble, as we have pointed out before. That road will never be a safe road, whatever they do to it. No road is safe for some motorists. But you (and our P.W.D.) really must let this truth soak in to the understanding, that the more dangerous a road is, the safer it is. In the interests of the fast drivers themselves, we would make sharp corners where there are none. These compel them to slow up and take care. Rounding them off encourages them to let her rip.

The Chinese chauffeur is as good as any other driver when properly advised, and we will not have it said that he is the chief culprit. We have ridden with private drivers—and after a sickening experience have yearned to strangle them. We have ridden with the drivers of the "Dragon" garage, all impressed by Mr. Laurence, with the supreme need for taking care, and have enjoyed every bit of the trip.

We heard only a few evenings ago a European driver boasting of having done the Repulse Bay trip in some absurd number of minutes. We viewed him exactly as we would a fool boasting of juggling with a stick of dynamite.

CIVIL SERVICE SALARIES.

The result of the recent petition by the European recruits of the Hongkong Police Force for a revision of their new scale of salary, has been made known. They receive an increase of £20 per annum on the recently sanctioned new scale of pay, namely, from £160 to £180, instead of £160 to £180 as originally fixed. From this it will be seen that there is no immediate increase in the pay of a recruit. He starts as before on £160 per annum as a lance-sergeant.

LOCAL AND GENERAL.

Pootung is "moving ahead." Plans are being made to lay down an automobile track.

The Tai Yai Fa Un or the "First Public Garden" will be the most up-to-date garden in Canton when it is completed.

The Chief Engineer of the s.s. "Teau," Mr. A. Cumming, has been appointed chief engineer of the s.s. "Hanyang."

Captain Harding, master, s.s. "Kana," has been transferred to command the s.s. "Chinshu." Capt. Harding is a member of the Merchant Service Club.

Because of their inability to meet the increased cost of living, more than two hundred rattan furniture-makers in Canton recently went on strike for higher wages.

The light cruiser "Astraea," launched at Devonport on March 17, 1893, is to be prepared for sale at Chatham Dockyard. She was for a number of years on the China station.

The second engineer of the China Navigation s.s. "Wuchang," has been placed on reserve. Mr. Matthews served during the war in vessels of the company which were running to Mesopotamia.

Shanghai papers to hand record the death of Mr. A. W. Brown, a well-known resident, who was employed at the Riverside Power Station. The cause of death is understood to have been apoplexy.

Sovereigns are enough in China, but every little while Indian Customs authorities manage to seize quantities of the gold coin shipped to India from China. On July 10, 1,600 sovereigns were seized at Calcutta on arrival of the str. "Chak Sang."

Letters from Mrs. G. E. Morrison state that she is leaving for China this month and should arrive by the "Empress of Japan" about September 8. Mrs. Morrison is going to Peking to wind up her late husband's affairs. Her children, meanwhile, are staying in Devonshire.

Canton salt merchants are reported to have made big profits in buying at auction confiscated salt at a low price in the District Salt Inspectorate of Kwangtung in the past. On Aug. 6, however, the officers of the Salt Inspectorate set the minimum price to be paid for salt. This will, no doubt, lessen the profits of the salt merchants.

The s.s. "Loong Mow" which arrived in Hankow on her way to Shanghai, to be fitted with a new bow is a sight worth seeing, says the C. C. Post. The crash against the rocks had simply concerned the steel plates right up to the foot of bridge ladder, and it is a wonder how the steamer was kept afloat. Her officers are much to be congratulated.

Mr. and Mrs. H. H. Sevier of New York have arrived at Yokohama and are guests at the Grand Hotel. Mr. Sevier will make a general survey of the economic and political conditions in Japan with special reference to the expansion of American foreign trade. He represents the *New York Evening Post* and a New York banking combination.

Admiral Sir Alexander Duff, Commander-in-Chief of the British Squadron in China waters, who had come to Tientsin on board the "Maroon" on July 18, after having been entertained by the Civil Governor of Chihli, returned to Taku on the following day, and boarded the Flagship "Hawkins." The Admiral is expected to sail for Weihsaiwei shortly, says a Tientsin paper.

According to latest reports received, several places in Sainan and Samshui were badly flooded, because of the heavy rain of the last week. Great damage was done to property, and the inhabitants there are destitute. Several places in Koming were recently flooded. More than 200 houses collapsed and many of the inhabitants of these places have been rendered homeless.

Suspending publication for nine days from August 1, the *Peking Daily News* on July 31 announced this was necessary because of the difficulties experienced by printers in getting home late at night. The risk was so great, the compo refused to work unless the plant was moved inside the city. The paper had either to get a new staff, or to move, and it was expected they would have the matter settled one way or the other by August 9.

Captain Moorman of the tug "Friesland" has left Shanghai for Ningpo. From that port he is proceeding to the spot where the dredger "Shanghai" was wrecked and now lies high and dry on the beach. If practicable a deep-water channel will be dug from the sea to the dredger and the latter, then floated again. After being repaired the "Shanghai" will then be brought to Shanghai.

LOCAL AND GENERAL.

Four boat owners were fined \$10 each at the Marine Court yesterday for obstructing the southern fairway.

Lieut. Commander A. E. Johnstone, of H.M.S. "Cairo," has been elevated to the position of Commander.

Prince Carol, Heir Apparent to the Throne of Rumania, has left Japan. After a tour in America the Prince proceeds to England.

A sailor belonging to the French cruiser "Desaix," which recently visited Hongkong, while getting into a sampan at Shanghai fell into the river and was drowned.

The Secretary of State for the Colonies is advertising for a radiologist for the F. M. S. Salary will commence at \$600 a month, and private practice will be allowed.

The total output of the Kailan Mining Administration's mines for the week ending July 24, 1920, amounted to 87,262 tons and the sales during the period, to 33,870 tons.

Owing to the heavy rains and typhoon last week, many rice fields have been badly flooded, says the *Canton Times*. Rice merchants, seeing their chance, have begun to increase the price of rice.

Heat at Nanking, on some days near the 100 mark, caused two deaths among the foreign community, Mr. H. Butler of the Customs service on July 30 and Mr. G. T. Northcott, of the International Export Co., on August 1.

Subject to the approval of the Secretary of State for the Colonies, His Honour the Commissioner of Weihaiwei has been pleased to appoint Mr. Hardy Jowett to be Junior District Officer and Magistrate in the territory.

The "Celestial," the second of the four boats being built for the Shipping Board was launched last week at Kiangnan Dockyard, the ceremony being performed by Mrs. M. A. Perry, wife of the Yokohama representative of the U.S.S.B.

The T.K.K. steamer "Koyo Maru," which ran aground on the Serrana Bank on the Mexican Gulf, on June 28, was refloated on August 1, arrived at Cristobal, on August 5, and sailed from there to Balboa for repairs. The damage is not serious.

There is to be no compulsory service in the F.M.S. for the present at any rate for the Acting Chief Secretary stated in Federal Council that Government was prepared to call upon men in the F.M.S. to volunteer for service in the reconstituted M.S.V.R.

BURGULARS BUSY.

THE RESIDENCE ROBBED.

MID-NIGHT KOWLOON THEFTS.

The residence of Mr. H. Hancock, No. 150 The Peak, was entered by burglars on Sunday night during the absence of the occupants. The intruders ransacked the bedroom, and stole from a drawer jewellery to the value of \$300.

None of the servants who were in the outhouse appeared to have heard anything out of the ordinary during the night.

The police have been informed, and enquiries are being made.

Kowloon burglars are still busy. Two residents on the mainland were victimised during the weekend.

The first reports that he lost a rain coat and \$100 in money, while the other had stolen from his house a set of drawing instruments and a coat in the pocket of which was a fairly large sum of money.

In both cases the midnight visitors invaded the bedroom, and carried out their thefts without awakening the sleeping occupants.

HONGKONG RICE.

AMERICAN BROKERS.

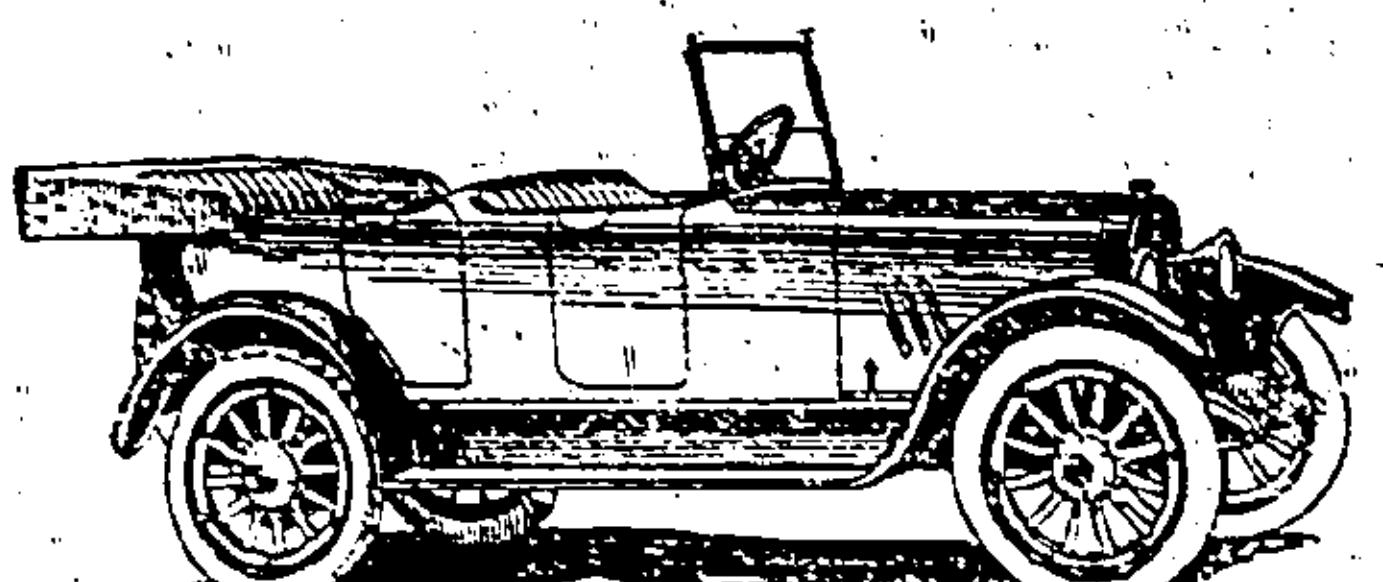
EXPORTERS PERTURBED.

A number of San Francisco firms of brokers are about to open branches in Hongkong. One of them—Messrs. Wellish and Co.—has already established an office in the Colony. This was predicted some time ago. These American rice brokers are going to make a bid for the brokerage business, reports the *Shanghai Gazette*.

There is a lot of money to be made in rice brokerage and naturally enough the exporters of this cereal to the United States are rather perturbed at the presence of brokers from the States in Hongkong, for it is certain to be detrimental to their business. There is, therefore, a mild flutter in the dovecotes of the exporting firms, for the brokers who intend to establish themselves in the Colony have very good connections in the United States and we are likely to see a good deal of business passing through their hands.

MERCURY MOTOR CAR CO.

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TELEPHONE: 1543
GENERAL OFFICE: 1543
MAIN BRANCH: 87
SHOW ROOM: 1591
WORKSHOP: 2338

ATTEMPT TO STOWAWAY.

EVADING MEDICAL EXAMINATION.

CHINESE FINED \$25.

A Chinese was this morning charged before Magistrate Hutchison with attempting to stowaway on board the s.s. "Cheongkong." Defendant said that a quartermaster told him that he could board the ship and he would pay for his passage on arrival of the ship at Singapore.

Sergeant Moss said that the "Cheongkong" was an emigration ship, and all the men had to be medically examined and reported fit before they were allowed to board the ship. The defendant came alongside in a sampan and did not have a medical certificate or a ticket with him. The Sergeant said that he was inclined to believe that the man named Ah Sing mentioned by the defendant knew something about the matter, as the defendant's luggage was found in the quartermaster's quarters. Unfortunately the ship had already sailed and they could not get the quartermaster or the commander, who was really the responsible person.

The Magistrate imposed a fine of \$25 or in default one month's imprisonment with hard labour.

RICSHA COOLIE

PROSECUTED.

REFUSING A FARE.

DETECTIVE ON PRESSING BUSINESS.

Inspector Caygill this morning charged a ricscha coolie before Magistrate Hutchison with unlawfully refusing to accept a Chinese detective as a fare.

The defendant said that he was too hungry to run any more. That was why he refused to take the detective.

The Inspector said that if the defendant did not want to take a fare, he should not have placed his vehicle in the ricscha stand.

The defendant: My vehicle was not in the stand. I was going off duty when the detective asked me to take him.

The Inspector said that the ricscha stand was just outside the station. A detective was yesterday sent out on pressing business to a pawnshop, and was told to take a ricscha. He jumped into the defendant's vehicle which happened to be the first one in the stand, but the defendant refused to pull him.

The Magistrate enquired what reason the defendant could have had for refusing a fare just outside the station.

The Inspector said he thought that the defendant did not care for the short run, as the money he would get at the end of it would be only five cents.

The Magistrate imposed a fine of \$2 or three days.

"MOLO KWAL"

INDIAN CONSTABLE INSULTED.

CHINESE FINED.

A Chinese was this morning charged before Magistrate Smith with insulting an Indian constable by calling him a "molo kwal" (Indian devil).

The defendant denied the charge.

The Indian said that when he heard the defendant call him a devil, he asked him why he did so, but the defendant did not reply. He threatened to arrest him if he used that word again and then walked away. He had not gone more than ten paces when the defendant again called out "molo kwal." Witness chased defendant and arrested him.

The defendant said he did not say "molo kwal." He was remarking on the weather when the Indian passed. The latter misunderstood him and arrested him.

A friend of the defendant said: My friend and I were sheltering from the rain under a verandah. I said to him: "rotten weather," and he said "yes, like the devil." The Indian who was passing at the time thought my friend was calling him a devil and arrested him.

The Magistrate believed the constable, and fined the defendant \$5.

WEST POINT FIRE.

MAN BADLY BURNED.

NOT EXPECTED TO LIVE.

A fire broke out on the second floor of house No. 62 Winklok Street at 6.20 this morning in premises used by a Chinese firm of importers and exporters of paper as a storehouse. The flames spread rapidly and soon enveloped the floor above. The fire brigade arrived in time to check the further progress of the flames, and managed to save the ground and first floors. The other two floors were completely gutted. The property on the two lower floors was damaged by water.

The building is insured with different Chinese Insurance Companies for various sums which amount to the total of \$10,000.

All the inmates of the house escaped as soon as the fire was discovered. Except one man whose retreat was cut off by the flames. He was badly burned. When he was discovered after the fire had been put out, he was still alive and was conveyed to the hospital where everything is being done for him. He is not expected to survive.

HARD TO SAY.

REASON FOR POLICE REGISTRATION.

WHY IT IS CONTINUED.

A Portuguese named J. M. de Souza was this morning charged before Magistrate Smith, at the instance of Sergeant Chavaliar, with failing to register himself at the Police Station.

Mr. G. R. Haywood, who appeared for the defence, said that his client was passing through the Colony and staying only a few days. It was not negligence but ignorance which caused him fail to register himself. He did not know that registration was necessary, or he would have done so.

The Magistrate: Is this a measure to prevent Germans from coming to the Colony?

Sergeant Chavaliar: It is hard to say. The regulation was introduced during the war owing to general military service, and it has been kept on as a measure against the landing of bad and undesirable characters in the Colony.

The Magistrate imposed a nominal fine of \$1.

NO DEBT SLAVERY.

MAGISTRATE'S DECISION.

INTERESTING JUDGMENT.

In giving judgment in the case in which a ratten worker was yesterday remanded on a charge of leaving his master's employ without first giving notice, and failing to refund or work off the sum of \$42.92 advanced on his salary, Magistrate Hutchison this morning said:

In this case the complainant appears to have relied too much on the rules of his Guild, and not on the laws of the Colony. There are definite provisions in law which control all labour, and these have not been complied with in this case. It cannot be held in law that an employee is bound to work for his employer until all his debts have been paid off. The only remedy the employer has of recovering advances of money made in by civil action. Further, the defendant is charged under sub-section 8. In my opinion, it has not been proved that any serious loss as contemplated in the section, has been suffered by the complainant, and therefore the charge must fail. I want it to be understood, however, that an employee who leaves his employer's service without notice is guilty of an offence, but again, in my opinion, such an offence had not been proved against the defendant in this instance. I must therefore discharge him.

Six "WALLA WALLA" BOATS are at Blake Pier for your service. Phone 3516.

TRAPPED.

THIEF CAUGHT RED-HANDED.

ROBBERIES FROM POLICE STATION.

Inspector Caygill this morning charged a boatman before Magistrate Hutchison with (1) theft of four pieces of clothing, (2) the theft of a revolver, seven rounds of ammunition, and a waterproof coat, and (3) the theft of a pair of trousers and a pair of cuff links, from the Yaumati police quarters, the property of Sub-Inspector Ogg.

The defendant pleaded guilty to the first and third charges. With regard to the other, he said that he knew nothing about the revolver and rain coat. He alleged that they were stolen by a coolie employed at the station, who had absconded.

The Inspector said that the defendant was often seen loitering outside the police station and was suspected of being responsible for the robberies which had lately taken place in Inspector Ogg's room. Accordingly a trap was laid for him yesterday. He fell into it, and was caught red handed. The Inspector said that the defendant gained access to the station by climbing up a water pipe through a window over the cells. After his arrest, the defendant took Inspector Ogg and himself (Inspector Caygill) to a house in Temple Street where he pointed out a man to whom he alleged he had sold the revolver. The man made a denial, and the weapon has not been recovered. The Inspector said that he might mention that the pistol and the raincoat were Government property, as they formed part of Inspector Ogg's equipment.

Replying to his Worship he said that a coolie employed at the station who had originally been suspected of being concerned in the robberies had been detained. No evidence could be found against him, and he had to be released. He had since absconded. Somehow the defendant had heard that the coolie had been released and now he was trying to shift all the blame with regard to the revolver and the raincoat on to this other man's shoulders. There was no doubt that they were in league with each other. It was very unfortunate that the station coolie was released only the day before the defendant's arrest or they could have had both been charged. Much as he would have liked to detain the coolie longer, said the Inspector, he had no choice in the matter, as the man had already been detained for the specified time. He made himself scarce immediately after his release.

The Magistrate convicted the defendant and passed sentence of three months' hard labour.

"DRESSED UP."

"DAMAGED" MAN IN COURT.

ASSAULT ALLEGED.

Before Magistrate Hutchison this morning, a Sanitary coolie foreman, was charged with having assaulted another Chinese yesterday.

Mr. Leo d'Almada, said that he appeared for the "damaged man," and would like a remand.

The Magistrate agreed, and asked Counsel if he had any objection to the defendant being allowed bail.

Inspector Caygill: He was in hospital for five minutes. (Laughter.) The Inspector said he thought a bail of \$25 would meet the case. The complainant's injuries were not so serious as he wished to make them appear.

Mr. d'Almada: I know nothing about it, I am sure.

The Magistrate: I will fix bail at \$25.

Addressing Mr. d'Almada, the Magistrate said: You might instruct your client that he need not "dress up" for the occasion at the next hearing. (Laughter.)

Mr. d'Almada: Very well, your Worship, but I don't think you will see him as he is again. I understand that he is being held by the police for deportation, and they will see to it, I am sure. (Laughter.)

LADY VISOR ROBBED.

THIRD MAN ARRESTED.

SEVEN MEN CONCERNED.

A third man was arrested in Salt Fish Lane this morning in connection with the highway robbery committed on Miss Harvey in Jubilee Road on Monday afternoon.

It appears that there were altogether seven men in the vicinity at the time of the robbery. The police have discovered that while only two men were their accomplices, and consequently equally guilty of highway robbery.

The police are on the alert for the other four men.

WHOSE MONEY?

ALLEGED UNLAWFUL POSSESSION.

POLICE SEEKING CLAIMANT.

Mr. C. F. Mason mentioned to Magistrate Hutchison this morning a case in which a Chinese is charged with the unlawful possession of \$56. Counsel said that he was instructed to appear for the defence. He understood that the case was heard yesterday and remanded in order that the police might make further enquiries.

The Magistrate said that was so. Counsel: Might I enquire what was the result?

Inspector Kent: We have discovered nothing new. The defendant gave us an address at which he said he lived. We made enquiries there but the people in the house knew nothing about him. He refused to give us any information about himself, or how he came by the money.

Mr. Mason: That is no offence, surely. A man is entitled to refuse the police information about himself. No one is obliged to explain how he came by his money. If because a man has a large sum of money on him he is open to suspicion, then anyone of us who happens to walk the streets with say \$5,000 in his pocket is liable to be questioned by every constable he meets and if he refused to reply to certain impudent questions as to how he came by the money, he runs the risk of being arrested and charged with not registering his wealth or something. (Laughter.)

The Magistrate: I don't think we will go into that at present, Mr. Mason. You are asking for a remand?

Mr. Mason: Yes, your Worship.

The Magistrate remanded the case for a week.

Mr. Mason applied for bail, and suggested that \$50 would meet the case.

The Magistrate: Is the \$56 at present in police hands?

Inspector Kent: Yes.

Mr. Mason: Then that can be made the sum of the bail. (Laughter.) The money has not been claimed by anyone, and the police cannot prove that it is not my client's lawful property.

The Magistrate: The money might be claimed at any time, Mr. Mason. I will fix bail in the sum of an additional \$50.

Mr. Mason: Very well, and in the meantime the police will have another 24 hours to make further enquiries to find a claimant for the money. (Laughter.)

MISSING STEAMER

MYSTERY.

FATE OF THE "BRISBANE."

HOW SHE WAS LOST.

News has at last been received relative to the fate of the s.s. "Brisbane," a vessel which was under charter to the Standard Oil Company and left Shanghai on December 28 last with a cargo consisting of a large amount of gasoline in cases bound for Vladivostok. Two vessels were sent in search of this vessel during January when fears were expressed as to the fate of this ship but beyond finding a number of gasoline cases floating about in the vicinity of the Chusan nothing was seen of the ill-fated "Brisbane."

It was later thought that the vessel had got on fire and blew up at sea but this theory has now been exploded. When the "Brisbane" left Shanghai she encountered bad weather and to shelter the vessel ran under the lee of Puto Island about 20 miles west of Steep Island Pass but from the account of an eye-witness it appears the "Brisbane" either struck a submerged rock or sprung a leak through straining, for she foundered off Puto Island.

A Chinese joss man was on the island at the time and gave an officer in the China Merchants particulars of the disaster. It is reported that a vessel is being sent to the scene from Shanghai to ascertain where the "Brisbane" is lying and the possibilities of saving the vessel. —Shanghai Gazette.

VIOLENT EXPLOSION.

SAILORS INJURED.

CRITICAL CONDITION.

Three sailors are now in the Shanghai General Hospital suffering from burns received under tragic circumstances whilst on their vessel in the harbour there, reports the Shanghai Gazette.

The three had been sent down into the chain locker of the vessel which connected with the fore-peak wherein were stowed a number of drums of patent paints, acids, etc. Before going below they had neglected to take off the fore-peak hatch with the consequence that the air below was charged with gases from the paints, etc.

Upon a naked light being taken into the chain locker there was a violent explosion and the three sailors were rendered unconscious and burnt frightfully about their bodies. The position of the sailors is reported to be extremely critical.

GODOWN ROBBED.

SEVEN MEN CHARGED.

HOW THE ARRESTS WERE MADE.

Before Magistrate Hutchison this morning, seven Chinese were charged with breaking into a godown at No. 10, Mallory Street, Wanchai, and stealing 20 cases of printing ink and varnish valued at \$1,206 (gold), or in the alternative receiving stolen property.

They all pleaded not guilty. Mr. Leo d'Almada said that he was present to watch the case in the interest of an interested party. He was neither for the prosecution nor for the defence.

Asked for the facts of the case, Inspector Kent said that the godown was broken into from the back at 6 a.m. on the 1st August and the ink and varnish stolen. From enquiries made, the police traced 400 tins of printing ink which had been emptied from the cases, to the s.s. "Kwongsi," but they were not claimed. They were undoubtedly being sent to Canton. On Sunday the first defendant took some of the ink to a printing shop and offered it for sale. He was suspected and detained until the arrival of the police. The first defendant gave information which led to the arrest of the second, and the second caused the arrest of the third and so on. The second and seventh defendants lived in a house in Mongkok, said the Inspector, and when the police visited the house to serve the warrant for their arrest, they found some of the lids and other parts of the cases in the kitchen chopped up for firewood. Several empty ink and varnish tins, and paper wrappers were also found.

The Inspector said that he was not prepared to proceed with the case, and would like a remand. He might mention that the fourth defendant was a boatman whose vessel was engaged to transport the stolen property across the harbour. The fifth and sixth defendants were coolies who were employed to carry the things to the boat.

The case was remanded until the 18th. The Inspector suggested bail in the sum of \$500 each, and the Magistrate agreed.

TO-DAY'S

ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,

August 17, 1930, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c. comprising:—

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One Good Piano, (by Allison, London), 1 Enamelled Bath, American Ice Chest, 1 Bichba, and 1 large Tintoin Carpet, (new).

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Terms:—Cash.

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Hongkong, August 11, 1930.

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Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes, &c., &c.

Also

A few lots of Pillow Valises, Kit Bags, Suit Cases, and Attache Cases.

And

Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, August 11, 1930.

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Hill's Spinat Mixture90
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Carreras Cromwell Mixture ...	1.50
" Hankey's ...	1.30
" Mugge's ...	1.00

Spinet Virginian Cigarettes cork tipped per 50 .65

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VIA PANAMA CANAL
S.S. "EGREMONT CASTLE"
Sailing on or about 12th September.

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Via SINGAPORE, PENANG AND COLOMBO.

S.S. "INNSBRUCK"

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S.S. "HUNGARIA"

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Regular Service between

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BUENOS AIRES—Rio de Janeiro, Santos, Mauritania, Durban and Cape Town via Singapore.

CHICAGO MARU—Thursday, 6th September.

CANADA MARU—Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SIAM MARU—Monday, 23rd August.

LUZON MARU—Tuesday, 24th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHENSHU MARU—Wednesday, 1st September.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

KUNAJIRI MARU—Friday, 26th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU—Friday, 30th August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

HONOLULU MARU—Thursday, 9th September.

NEW ORLEANS—Wednesday, 1st September.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

MADRAS MARU—Monday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 15th August.

TAKAO via SWATOW and AMOY.

SHOSHU MARU—Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing Sept. 12th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents: 114, Cross Street, Road Central.

Telephone No. 2807.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
HONGKONG	NINGPO	Aug. 12, at 8 a.m.	
HONGKONG AND SINGAPORE	HUPAI	Aug. 12, at 8 a.m.	
SHANGHAI	SUNNING	Aug. 12, at 4 p.m.	
NEWCHANG	KASHING	Aug. 12, at 5 p.m.	
SHANGHAI AND TSINGTAO	TSINGTAO	Aug. 12, at 4 p.m.	
WEIHAIWEI, CHEFOU & NINGPO	HUPAI	Aug. 17, at 10 a.m.	
AMOI, SHANGHAI AND PUKOW	SZICHUAN	Aug. 17, at 10 a.m.	
SWATOW & BANGKOK	CHINCHU	Aug. 17, at 10 a.m.	
SHANGHAI	SUNNING	Aug. 19, at Noon.	

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CITY OF SPOKANE" About Aug. 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe)

"COAXET" About Aug. 22nd.

For SAN FRANCISCO and SEATTLE.

"ELETON" About Aug. 11th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "SATSUMA" About 15th Aug.

S.S. "CAPE MAY" About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephone 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW" About 15th Aug.

S.S. "EASTERLING" About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

SAILING ABOUT

S.S. WEST MONTOP Aug. 12.

S.S. WEST HIKKA Aug. 25.

S.S. VINTA Sept. 12.

S.S. WEST HIXTON Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no transshipment en route.

Shipwide connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE: LOS ANGELES, CALIF.

BRANCH OFFICES: HONGKONG, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Building, Chater Road.

General Agent for South China.

Telephone No. 1002.

SHIPPING

CP & OS

SAILINGS

HONGKONG TO VACOUVER

(via Shanghai, Nagasaki (Moj) Kobe & Yokohama)

STEAMERS

HONGKONG

VANCOUVER

*Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

*Monteagle Oct. 28 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 13 Dec. 6

Empress of Russia Dec. 18 Jan. 3

*Monteagle Dec. 31 Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic conditions on the Atlantic are as complex as on the Pacific. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via C.P.O.S. steamers. Frequent sailings Montreal to Liverpool, London and Glasgow. Passage orders issued there, will cover all such reservations.

For Fares and other information please apply to

HONGKONG OFFICE

Telephone 222. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" August 19th 1920. "NILE" August 28th 1920. "CHINA" September 24th 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

O. H. BITTER, Tel. Passenger Dept. 1934.

Prince's Buildings, Lee House Street. Tel. Freight Dept. & Agents. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SAILINGS

HAIKONG Capt. W. C. Passmore. FRIDAY, 13th August, at 2 p.m.

HAIKONG Capt. A. H. Stewart. TUESDAY, 17th August, at 2 p.m.

HAIKONG Capt. J. S. Thomson. FRIDAY, 20th August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT AND PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED

For

LONDON "KANSAS" On 10th Sept.

LONDON "SWAZI" On 20th Sept.

Subject to change without notice.

Or to ELLERMAN & Co., Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"BIRMINGHAM CITY" via Suva 27th Aug.

"NINGPO" via Suva 30th Sept.

"CITY OF DUNKIRK" via Suva

Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE and THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON

ELLERMAN & CO.

JAPAN.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

Aug. 12—O.S.K. Shoshu Maru.

13—D.L. Haichang.

17—C.N. Chichang.

20—D.L. Haichang.

AMOY.

Aug. 12—O.S.K. Shoshu Maru.

13—D.L. Haichang.

17—D.L. Haichang.

20—D.L. Haichang.

FOOCHOW.

Aug. 13—D.L. Haichang.

17—D.L. Haichang.

20—D.L. Haichang.

SHANGHAI.

Aug. 12—P. & O. Plassy.

13—C.N. Sunning.

14—C.N. Yinchow.

15—M.M. Paul Lect.

15—J.C.S.N. Kopsang.

17—J.C.S.N. Kopsang.

17—B.F. Achilles.

22—B.F. Mentor.

Sept. 1—B.F. Kurypylus.

4—M.M. Armand Felic.

6—B.F. Knight of the Garter.

12—B.F. Ajax.

15—B.F. Stenfor.

23—B.F. Teiresias.

25—B.F. Keenum.

Oct. 5—B.F. Telamon.

7—B.F. Nelson.

8—B.F. Teucer.

12—B.F. Laertes.

19—B.F. Helens.

22—B.F. Elpenor.

HANKOW.

Aug. 22

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, -URROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNEDIN"	5,400	14th Aug. at 4 p.m.	Singapore, Colombo & Bombay.
"KALYAN"	9,000	20th Aug.	MARSHALLS LONDON & A'warp.
"LAUREN" (Cargo)	5,200	16th Aug.	MARSHALLS LONDON & A'warp.
"PLASTY"	7,400	16th Aug.	MARSHALLS LONDON & A'warp.
"KHIVA"	8,000	14th Sept.	MARSHALLS LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Aug.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	5,100	16th Aug.	Shanghai and Japan.
"KHIVA"	8,000	21st Aug.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Passengers and Freight dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, &c., apply to:

MACKINNON, MACKENZIE & CO.,

25, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Orin. Land Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (Calling Manila) ... Sunday, 15th Aug., at 11 a.m.
KASHIMA MARU (Calling Manila) ... Monday, 16th Aug., at 11 a.m.
FUSUMI MARU ... Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Thursday, 26th Aug., at Noon.
KAGA MARU ... Friday, 2nd Sept., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo
Suez and Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Thursday, 19th August, at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Wednesday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon,
Calcutta, Durban and Cape Town.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Friday, 18th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 20th August at 11 a.m.
YOKOHAMA MARU ... Thursday, 12th August at 11 a.m.
TANAI MARU ... Thursday, 12th August
NAGATO MARU ... Wednesday, 18th August

For further information apply to—

NIPPON YUSEN KAISHA.

TELEPHONE Nos. 224 & 225.

SHIPPING

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

S.S. "CELTIC PRINCE" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
TENYO MARU	22,000	Aug. 18th.
SHIRYO MARU	22,000	Sept. 6th.
SHIRIA MARU	9,000	Sept. 17th.
SIBERIA MARU	20,000	Oct. 12th. (from Hongkong.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO.

SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

TRENCH ST. TRANS-ANDALAN ROUTE TO BUENOS AIRES.

STEAMERS.

TONS.	LEAVE HONGKONG.
ANYO MARU	18,500
SEIYO MARU	14,000

For full information regarding passengers, freight, and sailings,
apply to—

King's Building.
Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two kilns and can accommodate any craft
of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 8.
Estimates furnished on application.

Hongkong, April 1, 1912.

NOTICE.

We can supply the Best Steaming Coal on Short Notice
for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.,

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 3420.

A. KWAI & CO

15 & 17 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship-Chandlers, Coal Merchants,
Rail-Makers, General Storekeepers
AND
Soap and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 124.

WING KEE & CO.

25, Connaught Road Central.

COAL MERCHANTS.

SHIP CHANDLERS, COMMODORES
AND
STEVEDORES.

Cable Add. "CHICOTE." Tel. 144.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and
EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,
KISHIDA, YOSHINOTANI,
HOJO, HAMAMURA, KATO, SHIN-
NEW, KAKADA, BIRAI, SAKIYA,
MADA, and OYUBARI.

AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and
Representatives:—
Nagasaki, Kanran, Wakamatsu, Hiji,
Kure, Kobe, Osaka, Tsuruga, Nagoya,
Yokohama, Tokyo, Hakodate, Muroran,
Osaka, Vladivostok, Peking, Tientsin,
Beiping, Tientsin, Hankow, Hankow,
Shanghai, Hongkong, Canton, Manila,
Singapore, Rangoon, London, Paris,
New York and Seattle.

Cable Address:—IWASAKI, JAPAN.

Cables:—A.I. A.B.O. 5th Ed.

Western Union and Bentley.

Agencies for: The Mitsubishi Marine &
Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

For Particulars, apply to—

S. KOMURA, Manager.

No. 14, PRINCE STREET, HONGKONG.

NOTICES TO CONSIGNEES

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG & ROTTERDAM.

THE Steamship

"SWAZI"

having arrived, Consignees of cargo are
hereby informed that all goods are being
landed at their risk into the Godown
and/or extra hazardous Godowns of the
Hongkong & Kowloon Wharf & Go-
down Co., Ltd. whence delivery may be
obtained.No claim will be admitted after the
goods have left the Godown, and all
goods remaining undelivered after the
13th inst. will be subject to rent.All claims against the Steamer must
be presented to the Undersigned on or
before the 20th August, 1920, or they
will not be recognized.All broken, chafed and damaged
Goods are to be left in the Godown,
where they will be examined on 12th
inst. between the hours of 10.45 a.m.
and Noon by the Company's Surveyors
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned
by

THE BANK LINE LIMITED.

General Agents.

Hongkong, August 6, 1920.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
From HULL, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship

"BENARTY."

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hongkong & Kowloon Wharf
and Godown Co., Ltd. whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
16th inst. will be subject to rent.

All claims against the Steamer
must be presented to the Undersigned
on or before the 24th inst., or
they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
16th inst., at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, August 2, 1920.

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"MONGOLIAN PRINCE."

Having arrived from the above Port,
Consignees of Cargo are hereby informed
that their goods are being landed at
their risk into the Godowns of the
Hongkong & Kowloon Wharf
and Godown Company, Limited, Kowloon,
and stored at Consignees' risk and
expense.

All broken, chafed, and damaged
goods are to be left in the Godowns
where they will be examined on
Thursday, 12th inst. at 10 a.m.

All claims must be presented within
FIFTEEN DAYS of the steamer's
arrival here, after which date they
cannot be recognized.

No claims will be admitted after the
goods have left the Godowns, and all
Goods remaining undelivered after
the 13th inst. will be subject to rent.

Consignees of cargo are hereby
notified that they must produce an
Import permit signed by the Superin-
tendent of Imports & Exports, Hong-
kong, before Bills of Lading can be
countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersig-
ned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 7, 1920.

MARTIN'S

APOLAR STEEL

PILLS

MARTIN'S

APOLAR STEEL

PILLS

SHIPS' STORES

Hardware, Metals, Paints
and Oils.Full Lines of Shipchandlery
Supplies.

KWONG SANG & CO.,

Established in 1868.

57, 58 & 59 Connaught Road Central.

Tel. Nos. Offices: 2554 & 2555.

Godowns 785.

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PACIFIC MAIL S.S. CO.
U. S. MAIL-LINE.
Operating the New First Class Steamers
"EQUADOR" "VENEZUELA"
& "COLOMBIA"
HONGKONG TO SAN FRANCISCO.
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE-BELT
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"VENEZUELA" ... Wednesday, Aug. 11th.
"EQUADOR" ... Wednesday, Sept. 8th.
"COLOMBIA" ... Wednesday, Oct. 6th.
PACIFIC MAIL S.S. CO.
207, MARKET STREET, NEW YORK.
Telephone 344. Cable Address "PACIFIC".

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

Amalgamated with

COSMOPOLITAN SHIPPING CO., NEW YORK.

Operating Baltimore via Panama service, to the Far East.

For SEATTLE.

"WESTVIEW" 15th August.

"WEST ISON" 29th August.

"DEVEL" 16th September.

"Greenland" For BALTIMORE.

For SAN FRANCISCO.

"BRAVE COEUR" 14th September.

"Westview" 29th September.

Through Bills of Lading issued to all U. S. and Canadian
Overland Common Points.

HONGKONG OFFICE:—1st Floor Powell's Building, 12 Des Voeux Rd., Tel. 3005.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LINE

Next sailing for SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the
United States of America and Canada.

For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LINE,
GENERAL MANAGERS
York Buildings.

Telephone No. 1574.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.

SAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing
Sailings and Fares from the Far East to all parts of the World, will
be forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK & SON,

Telephone No. 534. Hongkong Hotel Buildings, Hongkong.

Also HANGHAI, PEKING, YOKOHAMA, MANILA.

On 1st Office:—LUDGATE CIRCUS, LONDON, E.C.

On 2nd Office:—LUDGATE CIRCUS, LONDON, E.C.

On 3rd Office:—LUDGATE CIRCUS, LONDON, E.C.

On 4th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 5th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 6th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 7th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 8th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 9th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 10th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 11th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 12th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 13th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 14th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 15th Office:—LUDGATE CIRCUS, LONDON, E.C.

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On 18th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 19th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 20th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 21st Office:—LUDGATE CIRCUS, LONDON, E.C.

On 22nd Office:—LUDGATE CIRCUS, LONDON, E.C.

On 23rd Office:—LUDGATE CIRCUS, LONDON, E.C.

On 24th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 25th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 26th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 27th Office:—LUDGATE CIRCUS, LONDON, E.C.

On 28th Office:—LUDGATE CIRCUS, LONDON, E.C.

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On 32nd

Summer Pyjamas.

Plain white Flannel, very cool and absorbent. Short or long styles. \$3.75 \$4.00 per suit.

Plain white "Aerter" Cellular in long style. Wash and wear splendidly. \$7.00 per suit.

White check with coloured stripes in long style. Very cool. \$6.00 per suit.

Plain white or Coloured Bolero in either Long or Short styles. \$4.00 \$5.00 per suit.

All cut on full free lines that ensure perfect comfort.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.



SHORT SKIRTS IN AMERICA.

DEPARTMENTAL RULING.

The skirts worn by women during the coming season must "at least come just below the knee." Such is the unofficial verdict of the Department of Justice at Washington, which was asked to decide the controversy originating with the National Garment Retailers' Association. To secure a ruling, beautiful models, dressed in knee-length gowns, paraded at Washington, when the special inspector of the Department of Justice, Mr. Howard Figg, decided that the extreme fashions contemplated "the conservation of cloth at the expense of womanly modesty." One of the designers asked Mr. Figg to pose with the models, but, after taking a side glance at the very abbreviated skirts, he smiled and avowed he would not pose until the girls put on "safe, sane garments."

Washington has thus intimated that, while the desire to conserve cloth is good, an economy that bared girls' knees, as proposed, was unthinkable. The Garment Retailers' Association, answered they are fully stocked with abbreviated skirts, and the alterations proposed will imperil the season's trade; but the skirts must be lengthened.

FIRST ICE CREAM SODA.

FACT NOTED UPON TOMBSTONE.

Robert M. Green is to be immortalized as the "originator of the ice cream soda." He died at Philadelphia on May 21 at the age of 76 years and his will, probated recently, orders his executors to have a monument erected over his grave, with the above words prominently cut in the granite. Mr. Green leaves an estate valued at \$200,000 accumulated in the manufacture of soda water fountains. The firm name is Robert M. Green and Sons, located at No. 1412 Vine Street. He leaves a widow, three sons and one daughter. It was back in 1874 that Green, employed as a clerk dispensing soda water at a fountain, dropped the first bit of ice cream into a glass of soda. This has been repeated billions of times since, and its originator evidently felt justified in having this act go down to posterity as one of the greatest boons to mankind. "My executors are directed to have inscribed on my monument the words, 'Originator of ice cream soda,'" are the words used in the will.

THE MARRIAGE CHIN.

FEATURES THAT ATTRACT WOMEN MOST.

The theory that the selection of mates by men and women for beauty alone would raise the level of the race is put forward by Dr. Knight Dunlap, Professor of Psychology at the Johns-Hopkins University, Baltimore, U.S.A., in his book "Personal Beauty and Racial Betterment."

It is fairness in a man, he says, that most impresses women, but the man must not be thin or baldheaded. "A well-developed chin is an important factor, for it denotes room for a large tongue. That means capacity for speech, and consequently for thought and intelligence. Beauty demands just the right degree of leanness, and particularly rotondity of the face muscles."

It is a hindrance to racial improvement, Mr. Dunlap believes, that actresses, singers, chorus-girls, and dancers are selected from women who possess beauty in the highest degree. They are practically lost to posterity, for they either do not marry at all or their marriages are unfruitful.

"If a girl goes on the stage at 18 and at 25 retires, marries, and bears a number of children, no harm is done. Unfortunately the usual story at present is far from this ideal."

Beginning August 15, "WALLA WALLA" BOATS will call on all ships flying the call flag "ZED."

ROYAL AIR FORCE.

MEMORIAL FUND.

AN APPEAL.

The following copy of a letter received by His Excellency the Governor from the Right Honourable Lord Hugh Cecil, Chairman of the Royal Air Force Memorial Fund, has been forwarded to us by the Colonial Secretary—

THE ROYAL AIR FORCE MEMORIAL FUND.

Patron: H.R.H. Prince Albert.

Chairman: The Rt. Hon. Lord Hugh Cecil.

25, Victoria Street, Westminster, S.W.1.

May 6th, 1920.

To His Excellency Sir R. E. Struss, Governor of Hongkong, Victoria.

Sir—I have the pleasure to enclose you a few copies of the appeal which has just been issued by the Royal Air Force Memorial Fund, from which you will gather that the Fund has been established to commemorate the achievements of the Flying Services during the War, and the objects which the Fund has in view. I feel sure that these objects will commend themselves to British subjects throughout the Empire and that many of them will be glad of an opportunity to contribute to this Memorial.

I shall be most grateful if you can bring the appeal to the notice of a few of the prominent residents in Hongkong with a view to enlisting their co-operation in the formation of a Local Committee under your patronage for the purpose of raising contributions for the Fund.

Should additional copies of the appeal be required I shall be glad to forward them—I am, etc.,

(Sd.) HUGH CECIL, Chairman.

[Enclosure.]

THE ROYAL AIR FORCE MEMORIAL FUND.

[OBJECT.]

This Fund has been established on the initiative of Air Marshal Sir Hugh Trenchard, Bt., KCB, D.S.O., to commemorate the services of the Royal Naval Air Service, Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force, during the war, by an organization which will secure such lasting benefits to the officers and men of the Royal Air Force and their dependents, as may be worth of the greatness of the achievements commemorated.

The Executive Committee has most carefully considered what shall be the objects which the Fund should seek to promote, and in forming their plans have striven to have regard to two different principles which they have tried to harmonize. The first is that a memorial of the Royal Air Force must distinctly commemorate the Royal Air Force. The second is that waste and overlapping should so far as possible be avoided by co-operating with other organizations having similar purposes for the Navy and the Army.

In pursuance of these principles, they have put themselves into communication with the United Services Fund and with Lord Haig's Central Committee, and they anticipate that without forfeiting the distinctive character of their work they will be able to attain the objects they desire for the benefit of the officers and men of the Royal Air Force and their dependents, and yet escape mischievous overlapping. They have likewise approached the Flying Services Fund so as to avoid interfering with the less extensive work of that organization.

The objects the Executive Committee have decided to pursue are:—

The erection of a Commemorative Monument to the fame of the officers and men of the Royal Naval Air Service, the Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force, including the officers and men who joined the Force from the Overseas Dominions.

The establishment of places of residential education (like the Trafalgar Homes) for the Children of Airmen.

The provision of Bursaries available at approved schools for the Children of Officers.

Generally the provision of such treatment and the rendering of such assistance, as means may permit, either directly or in co-operation with other organizations, to officers and men and their dependents who may be disabled, sick or otherwise infirm.

All officers and men of the Flying Services, whether from the Dominions or from the United Kingdom, will, of course, be equally eligible for these benefits.

Officers and other ranks of the W.R.A.F. will be eligible for participation in the benefits of the Fund.

These objects will be furthered by the Royal Air Force Memorial Fund in the closest co-operation with the United Services Fund, with Lord Haig's Committee and with the Flying Services Fund, in accordance with the requirements of each particular object, so as to present overlapping in expenditure; and the Executive Committee are confident that they will both fittingly commemorate the precious national services of the Royal Air Force, and realize with due

HONGKONG HARBOUR.

FEARLESS CRITICISM.

SHANGHAI COMMENT.

Some piquant truths have been presented a large section of the Hongkong public during the past few months. The rapier of criticism has been most effectively wielded, and we are inclined to think—with our intimate knowledge of the port—that the permanent interests of the Colony are promoted by candid and fearless criticism, and Imperial reputation for progress is enhanced.

We admire John Bull, solid and stolid, but the spirit of the times are not those of yesterday, says the *Shanghai Mercury*. The Crown Colony has to abandon its suffocating laquor and its traditional conservatism when approaching questions of vital interest to the whole Empire. For years have shipping men clamoured for some harbour scheme which would tend to improve conditions in this distant outpost, but there was a lamentable lack of spirit and support. Government House was undisturbed. It revelled in the thoughts of the sunsets of the yesterdays.

Now public spirit has been quickened. Men are thinking and acting. Live men are on the scene, gifted with vision. An expert is to arrive to study the harbour and suggest some scheme for its improvement. The *China Mail* goes the Government to action, and in a caustic vein talks of the coming—and the going—of Sir Maurice Fitzmaurice.

"We will all be anxious to know what he said, and the Government will make a mystery of it as long as possible. His report will be pigeon-holed. About the middle of the year 1922 someone will ask a question, and a brief and unilluminating official reply will be made. In 1923, perhaps, an official ordinance will be brought forward. We will all awake to the fact that something is going to be attempted. The papers will say all the usual things all over again. And in 1925, if we are lucky, we will learn from a London paper that Hongkong is the finest and most up-to-date harbour in the Empire, and we'll all go round boasting about it. Meanwhile, it is 1920, and some months before the expert can arrive. And we have to say something. It is said."

LOCAL WEDDING.

JONSSON-TR. GILLUS.

The wedding took place at St. Andrew's Church, Kowloon, yesterday, of Mr. Carl Rudolf Jonsson of the Chinese Maritime Customs, to Miss Lillian Winifred Tregillus, daughter of the well-known Hongkong residents, Mr. and Mrs. E. C. Tregillus.

The Rev. G. R. Lindsay officiated. There was a large number of friends present at the church. The bride was given away by her father, Mr. H. G. Hunt performed the duties of bestman. Miss Peggy Bough was the bride's maid.

After the ceremony, a reception was held at the residence of Mr. and Mrs. George Banker, No. 11, Hankow Road, Kowloon, where the customary toasts were proposed and honoured. The happy couple, who were the recipients of numerous beautiful presents, left later in the day for the Repulse Bay Hotel, where they are residing until the arrival of the "Tenyo Maru" tomorrow, when they will leave Hongkong on a honeymoon trip to Japan.

DEPORTATION.

HONGKONG AND GERMANS.

POLITICAL PUZZLE.

While Hongkong folk are pondering over the political puzzle as to whether Germans are to be permitted to land on the soil of the little British outpost within a certain period of years, we see that in other parts of the world apostles of Kultur are still being corralled and deported to the fatherland says the *Shanghai Mercury*.

On a Government boat the other day a number of Germans left the Whampoa, and we see that Australia is still deporting Germans, several of whom have been appealing, without avail, to the High Court. Among the numbers is Dr. Hirschfeld, who held the post of Consul for Germany in Brisbane. Though a naturalized British subject he was one of the most prominent Germans in the country, and was generally accredited with having received a commission from the Kaiser to take over the appointment of Governor General of Australia had the German arms emerged victoriously from the war.

economy the benefits intended for those whom it is sought to help. An approximate estimate shows that a much larger sum, probably about £400,000, will be required. It is necessary, therefore, to appeal to the abundant generosity of those who honour the memory of the services and sufferings of the Royal Naval Air Service, Royal Flying Corps, the Australian Flying Corps, and the Royal Air Force during the war.

LATE MR. R. A. BRAND.

FUNERAL IN SHANGHAI.

LARGE ATTENDANCE.

The funeral of the late Mr. R. A. Brand took place at Bubbling Well Cemetery, Shanghai, on August 5, the Rev. Dean Symons officiating.

The chief mourners were the deceased's two brothers and brother-in-law, while the pall bearers were Messrs. Percy Crighton, R. J. Fearon, J. G. Dickie, V. H. Lanning, C. M. G. Burnie, R. I. Walker, and E. H. McMichael.

Among the many floral offerings sent were those from Mother and family, Mrs. Wrightson, Mr. and Mrs. A. R. Duncan, Mr. and Mrs. Whittall, Dr. and Mrs. Billinghurst, Dr. and Mrs. Isenman, Dr. and Mrs. Murray, Mr. and Mrs. John Prentice and Miss Law, Mr. and Mrs. N. L. Spark, Mr. and Mrs. Cumming, Mr. and Mrs. E. H. McMichael, Mr. and Mrs. A. P. Wood and family, Mr. and Mrs. R. V. C. Stewardson, Mr. and Mrs. J. V. C. Davis, Mr. and Mrs. C. G. King, Mr. and Mrs. C. Burnie, Mr. and Mrs. D. J. Dunne, Mr. and Mrs. P. W. Blackwell, Mr. and Mrs. A. M. Cobbett, Mr. and Mrs. L. Walker, Mr. and Mrs. D. W. Crawford, Mr. and Mrs. H. I. White, Mr. and Mrs. Charles Bewick, Mr. and Mrs. H. M. Tibbey, Mr. and Mrs. E. H. Gilson, Mr. and Mrs. S. B. Neill, Mr. and Mrs. H. W. Lester, Mr. and Mrs. Ferguson, Mr. and Mrs. N. G. Maitland, Mr. and Mrs. W. Sanford Jackson, Mr. G. D. Coutts, and Miss Coutts, Mrs. Endicott, Mr. Robert I. Fearon, Mr. C. H. Dickie, H. G. Elliot, F. C. Burcher, F. W. Potter, F. Gibbins, C. H. C. Platt, Hayley Bell, R. E. S. Gregson, W. E. Smith, R. T. Barton, Hugh Martin Arthur Burnie, A. S. Campbell, G. N. Wilson, A. V. Monk, Dudley H. Reid, R. M. Jullion, Martin, A. M. Wilkie, E. E. Wilson, W. H. Stewart, S. J. Deeks, L. S. Law, Philip S. Crovart, S. H. P. Koe, the Troops, Hongkong, Hea. Office Staff, Union Insurance Society of Canton, Hongkong, Frazar & Co.; the members of the Zero Club; friends in Maitland & Co., and Mr. and Mrs. E. W. Maitland, Yokohama.

The attendance at the funeral was very large, over 200 mourners being present.

ARREST OF MR. SHAW.

STILL IN PRISON.

"A SCANDALOUS CASE."

Under the heading of "The Scandalous Case of Mr. Shaw" Mr. G. A. Hughes, of Shanghai, wrote to the *N. C. Daily News* on August 3—

I am just in receipt of a letter from the brother of Mr. George Shaw details of whose arrest in Korea a few miles from the border of Manchuria by the Japanese have already been made public. His brother states that

"was arrested and detained by the Korean Police on 'suspicion' of being connected with the Korean Republic. So far he has been in prison for 18 days without any trial or definite charge made against him. We are not allowed even to see him. We are informed according to Japanese law the police can hold him for 14 days, but the procurator can hold him for 20 days all without trial. It must be awful this hot weather to be confined in a cell."

I have known Mr. George Shaw very well for many years. He is highly esteemed and respected by all who know him. He had built up big business interests in Antung, as was told in detail by one of your correspondents recently. During the war Mr. Shaw was a very liberal contributor to war charities, even denying himself things he had been accustomed to in order to give more to others. He was one of the first to support the objects of the War Savings Association by a monthly contribution of Ts. 1,000. His own success and the manner in which he has fearlessly endeavoured to protect and further British interests have undoubtedly marked him down for persecution by our dear friends and allies when opportunity occurred.

Mr. Shaw's many friends in Shanghai and all over North China are no doubt wondering how long our officials are going to allow this outrage on a well known and reputable British subject to continue without demanding an official inquiry and immediate release pending its results.

It is reported that Mr. Shaw, who is agent for the Taikeo steamers plying between Antung and Shanghai, is charged with having assisted Koreans to escape to the revolutionary headquarters in Shanghai.

The intense heat on July 31 at Tientsin is stated to have been the cause of several deaths. Mr. P. Marsh, Manager of the Imperial Hotel and formerly Manager of the Astor House Hotel, Shanghai, saw off his wife and child to Peking at noon. Two hours later he collapsed and died shortly afterwards. The temperature was 111.

DAIRY FARM NEWS.

New shipment of

FROZEN SMOKED FISH

Selected Fillets 60 cts. per lb.

Finnan Haddocks 50 " " "

Selected Kippers 40 " " "

Red Herrings 30 " " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

MOVING ARMIES BY AIR.

THE BIG ACROPLANE IN FUTURE WARFARE.

The aeronautical correspondent of The Times writes—

A Belgian writer on aviation recently discussed, as many writers in this country have, the place that the big aeroplane will hold in the next war, but his dissertation was of uncommon interest because he reconstructed the offensive plan, as it was demonstrated in the late war, in terms of air power. He began by presupposing that by the time the world is once again overtaken by a great European upheaval the aeroplane will have developed giant proportions and will be capable of carrying at least 50 passengers—not so fantastic a vision when we recall what have been the strides in the increase in the carrying capacity of heavier-than-air craft in the last few years.

In 1914, as to-day, it was on motor transport that the Army in the field relied for the carrying of men over wide tracts of country, and the writer reminded us that at the beginning of the war France had 36,000 motor vehicles for this purpose, and four years later three times that number. In November, 1918, motor transport effected the carriage of 950,000 men. These figures, remarkable enough as statistics relating to ground transport, compare ill with what we may expect to be done in an age when the air transport of battalions of men is not a fantasy but an actuality. It might reasonably be assumed that a Power at the time of going to war would have at its disposal 10,000 of these monster aeroplanes devoted hitherto to commercial uses—not an excessive number for the civil aviation requirements of a first-class Power. The speed of the machines is placed at 140 kilometres an hour.

A NOVEL SCHEME.

After the preliminaries of warfare, as we know them to-day, have been gone through and the battle is joined, the generalissimo of one of the combatants realises, the writer suggested, that by striking a blow from a distance he can introduce a novel scheme into his offensive, and this is where the immensity of effectiveness of the big machines is to be demonstrated. The writer recalls the German attack on the Meuse; the Belgian and French forces operating towards the east, the British Army landing at the French ports. How will the enemy prevent the consummation of the liaison between the British and the French and Belgian troops? It was suggested that there will be a great concentration of civil aircraft at Essen, 200 kilometres from Zeeland, and he continued—"10,000 by 50 men equal to 500,000 men, 140 kilometres an hour by 3 hours equal to 420,000 kilometres." Doubling the time allowance, we have the result that in six hours half a million men could be transported into Zeeland, and the operation could, moreover, be carried out at night.

The question of whether an Army landed thus in a foreign country could be maintained without the customary lines of communication was answered by the statement that more aeroplanes would obviously be used for bringing up supplies of food and ammunition, and that bombing machines could be relied on to act for the infantry in the stead of artillery. The fact that operations on this scale and in this manner could equally well be carried out by either side was not lost on the writer, who passed on to deal with questions of territory and international politics which need not be reviewed here, though it is worth mentioning that he reviewed as a possible development of the landing of enemy troops in Zeeland their further aerial transport to Ireland, with consequent sudden and unexpected embarrassment to ourselves.

THE ELEMENT OF SURPRISE.

The writer saw as clearly as those who are following the development of aviation in this country that although sea power plays and must continue to play a considerable part in national defence, it is no longer true that a nation without a powerful Navy is unable to strike an effective blow at her enemies. A Power that in time of peace has built up a large and well-equipped commercial air fleet and has not neglected to keep in training a reasonable

HASTY MARRIAGES.

BISHOP ON CAUSES OF DIVORCE.

Bishop A. A. C. Hall, of Vermont, U.S.A., who has just arrived in England to attend the Lambeth Conference, discussed the divorce problem with a representative of the Daily Mail. In the United States, the Bishop said, the question differed from that of England in that each State had its own marriage law: there was no Federal law. "We have a hideous condition of things over there," he said. "Think of it! There is one divorce in every eight marriages throughout the United States. Very often these people marry and get divorced *ad infinitum*." He thought the divisions of Christianity, that is, the different sects and creeds, helped enormously to increase the laxity of divorce.

"You won't check divorce by preaching against it. What is wanted is a much plainer teaching about marriage, marriage duties and marriage responsibilities. If you teach true marriage, you don't leave room for divorce. There are too many hasty and thoughtless marriages. The war is blamed for a great deal; but it only provided the opportunity and showed what conditions existed."

POPULAR SHIP-MASTER DEAD.

CAPTAIN J. A. SCOTT.

FIFTY YEARS IN THE ORIENT.

Captain J. A. Scott, ship-master in the Orient for more than half a century, passed away very suddenly at the General Hospital Shanghai, as the result of heart apoplexy. Captain Scott was taken ill about five o'clock in the afternoon at the residence of Mrs. Spedding, 57 Avenue Road. He was immediately removed to the hospital, where he died an hour and a half later.

Captain Scott, who was about 72 years of age, was born in Nova Scotia, but had not revisited the place of his birth for nearly 60 years. He was very well known and popular in Shanghai as at the Yangtze River ports, having resided for a great many years in Shanghai. He had been master of steamers, formerly of Messrs. George McEwan and latterly of the Nishin Kissen Kaisha from whose service he resigned recently with the intention of joining his brother in England to live in well earned retirement.

To his son, Mr. Roy F. Scott, of the Asiatic Petroleum Co., Wuhu, and his daughter, Mrs. G. M. Billings, the deepest sympathy is extended in their sudden bereavement. Mr. Scott was in Shanghai only 36 hours leaving for Japan in the morning by the N. Y. K. s.s. "Kasuga Maru," so that the news of his father's death will come to him with shocking suddenness.

number of her young men to operate her aircraft will always have a reserve of power upon which to draw in the hour of crisis, whether she has a Navy or not. The fact that must not be lost sight of when we contemplate on what lines warfare is likely to develop in the future is the amazing suddenness with which the aeroplane can strike. It can be repulsed only by a weapon that is as sudden in its action as itself. Every submarine is taught that the element of surprise is the most destructive he can introduce into his tactics. No engine of war can effect surprise so completely as the aeroplane.

The point of this article is not concerned with any problem of the carrying capacity of the aeroplanes that will be used if and when we ever find ourselves again engaged in war in Europe. It is written simply to show that aircraft, when they are next employed in fighting, whether they carry 50 or 500 men, will be an arm developed on a scale outside our present experience, and that we ought to be prepared by research, by training, by experiment, and by the encouragement of all forms of aerial transport to defend ourselves and to strike at least as effectively as the foremost of our rivals.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

JAPAN PORTS.

Aug. 12.	N. Y. K.	Nagato Maru.
13.	N. Y. K.	Yokohama Maru.
14.	N. Y. K.	Tsushima Maru.
15.	N. Y. K.	(D. & Co.) Hokuto M.
16.	N. Y. K.	Paul Locat.
17.	N. Y. K.	Arakawa Maru.
18.	N. Y. K.	Shikoku Maru.
19.	N. Y. K.	Tokai Maru.
20.	N. Y. K.	Tsushima Maru.
21.	N. Y. K.	Yokohama Maru.
22.	N. Y. K.	Nagato Maru.
23.	N. Y. K.	Tsushima Maru.
24.	N. Y. K.	Yokohama Maru.
25.	N. Y. K.	Nagato Maru.
26.	N. Y. K.	Tsushima Maru.
27.	N. Y. K.	Yokohama Maru.
28.	N. Y. K.	Nagato Maru.
29.	N. Y. K.	Tsushima Maru.
30.	N. Y. K.	Yokohama Maru.
31.	N. Y. K.	Nagato Maru.

AMERICAN PORTS.

Aug. 12.	C. P. O. S.	Monteale.
13.	C. P. O. S.	West Ivan.
14.	C. P. O. S.	City of Spokane.
15.	C. P. O. S.	Africa Maru.
16.	C. P. O. S.	Delight.
17.	C. P. O. S.	Empress of Russia.
18.	C. P. O. S.	Empress of Japan.
19.	C. P. O. S.	Empress of Asia.
20.	C. P. O. S.	Harold Dollar.
21.	C. P. O. S.	Empress of Russia.
22.	C. P. O. S.	Empress of Japan.
23.	C. P. O. S.	Empress of Asia.
24.	C. P. O. S.	Harold Dollar.
25.	C. P. O. S.	Empress of Russia.
26.	C. P. O. S.	Empress of Japan.
27.	C. P. O. S.	Empress of Asia.
28.	C. P. O. S.	Harold Dollar.
29.	C. P. O. S.	Empress of Russia.
30.	C. P. O. S.	Empress of Japan.
31.	C. P. O. S.	Empress of Asia.

VICTORIA.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

SEATTLE.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

TACOMA.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

PORTLAND.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

SAN FRANCISCO.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

LOS ANGELES.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

VALPARAISO.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

NEW YORK.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

BALTIMORE.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

BOSTON.

Aug. 12.	W. L.	West Ivan.
13.	W. L.	Yokohama Maru.
14.	W. L.	Kashima Maru.
15.	W. L.	City of Spokane.
16.	W. L.	Africa Maru.
17.	W. L.	Delight.
18.	W. L.	Fushimi Maru.
19.	W. L.	Yokohama Maru.
20.	W. L.	Kashima Maru.
21.	W. L.	City of Spokane.
22.	W. L.	Africa Maru.
23.	W. L.	Delight.
24.	W. L.	Fushimi Maru.
25.	W. L.	Yokohama Maru.
26.	W. L.	Kashima Maru.
27.	W. L.	City of Spokane.
28.	W. L.	Africa Maru.
29.	W. L.	Delight.
30.	W. L.	Fushimi Maru.
31.	W. L.	Yokohama Maru.

Four New Launches are under construction for the "WALLA WALLA" Fleet.

DURRAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Mauritius).

Sept. 9.—O. S. K. Chicago Maru.

Nov. 2.—O. S. K. Canada Maru.

Mauritius and Delagoa Bay.

Aug. 22.—I. & M. Lindsay Moller.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

Sept. 6.—L. T. (D. & Co.) Innsbruck.

Oct. 3.—L. T. (D. & Co.) Hungary.

GENOA.

Aug. 11.—J. M. Glenara.

Sept. 11.—B. F. Bellerophon.

Oct. 5.—B. F. Titan.

Nov. 2.—B. F. Pelus.

MARSEILLES.

Aug. 13.—P. & O. Dunera.

18.—P. & O. Lahore.

19.—P. & O. Kalyan.

20.—P. & O. Bellerophon.

21.—P. & O. Plassy.

22.—P. & O. Rheims.

23.—P. & O. Jeypore.

24.—P. & O. Andra Lebon.

25.—P. & O. Alps Maru.

26.—P. & O. Cyclone.

27.—P. & O. Rhine.

28.—P. & O. Shidzuka Maru.

29.—P. & O. Titan.

30.—P. & O. Nankin.

31.—P. & O. Eurypylus.

32.—P. & O. Telamon.

33.—P. & O. Idomeneus.

LONDON.

Aug. 13.—P. & O. Dunera.

18.—P. & O. Lahore.

19.—P. & O. Kalyan.

20.—P. & O. Bellerophon.

21.—P. & O. Plassy.

22.—P. & O. Rheims.

23.—P. & O. Jeypore.

24.—P. & O. Andra Lebon.

25.—P. & O. Alps Maru.

26.—P. & O. Cyclone.

27.—P. & O. Rhine.

28.—P. & O. Shidzuka Maru.

29.—P. & O. Titan.

30.—P. & O. Nankin.

31.—P. & O. Eurypylus.

32.—P. & O. Telamon.

33.—P. & O. Idomeneus.

LIVERPOOL.

Aug. 14.—B. F. Alcinos.

17.—B. F. Proteus.

21.—B. F. Rhesus.

Sept. 7.—O. S. K. Alps Maru.

14.—B. F. Achilles.

15.—A. L. Menor.

21.—B. F. Eurypylus.

Oct. 12.—B. F. Pelus.

Nov. 2.—B. F. Idomeneus.

EXCHANGE.

Hongkong, August 11, 1920.

On London—4-11 1/2

On demand—4-12 1/2

30 days sight—4-12 1/2

4 months sight—4-12 1/2

Documentary 4 months sight—4-12 1/2

On Paris—1100

On demand—1100

On New York—77 1/2

On demand—77 1/2

On Bombay—100

On demand—100

On Calcutta—100

On demand—100

On Singapore—178

On demand—178

On Manila—162 1/2

On demand—162 1/2

On Shanghai—145 1/2

On demand—145 1/2

On Hongkong—145 1/2

On demand—145 1/2

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK.

Capital - \$4,000,000. Surplus - \$1,100,000.

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D. M. BIGGAR,
Hongkong Manager.

